

CLASSIFICATION SECRET		25X1
COUNTRY East Germany	Approved For Release 2003/03/28 : CIA-RDP82-00457R015200230008-4	25X1
TOPIC Schorfheide Airfield		
EVALUATION see below	PLACE OBTAINED [REDACTED]	25X1
DATE OF CONTENT August to 26 September 1952		
DATE OBTAINED [REDACTED]	PREPARED 5 November 1952	25X1
REFERENCES		
PAGES 3	ENCLOSURES (NO. & TYPE) 2 - sketches on ditto	
REMARKS		
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1. In August 1952, source determined that the contract for the construction of Schorfheide airfield was given to the Bau Union firms in Leipzig, Brandenburg and a third Bau Union firm probably that from Potsdam. The Soviet construction staff, which previously was in charge of the improvement of the canal near Schoenwalde had moved to Schorfheide airfield. It consisted of about 10 Soviet officers including civilian engineers and 45 female members of the staff. While this staff was supervising work on the canal, it received its orders directly from a Soviet construction headquarters on Olbrichtstrasse in Leipzig, which was said to be under the command of a general. (1)
2. Between 11 August and 6 September, source observed that the number of saw frames employed in Schorfheide Heath for the sawing of trees cut in the area had been increased from four to six. A total of 28 low wooden buildings had been constructed in forest district No 126. The Soviet construction staff used some of these buildings. Prior to 6 September, gravel, white broken stones and cement were shipped to the construction site. The Soviet soldiers guarding the area wore insignia representing two crossed axes on their epaulets. An air force first sergeant, who wore light blue epaulets, was also seen there. Work on the construction of a railroad embankment had been started. From its width, source deduced that a double track railroad line was to be constructed. The recruiting of additional labor continued. Wages of up to 2.20 eastmarks per hour in addition to special allowances were being paid.
3. On 13 September, the cutting of trees in the area earmarked for Schorfheide airfield was essentially completed. The removed tree stumps were shipped to special dumps in forest districts 162 through 165 by means of a narrow-gauge field railroad track. Special Soviet excavating machinery was expected to arrive. The main drainage ditch was to be built to Lake Beber. Work on the construction of a barbed wire fence, which was to surround the entire area, had been started. Two narrow-gauge field railroad tracks were under construction in the area of Schorfheide airfield. A total of 40 km of narrow-gauge rails was required. However, the rails were in short supply, and also some of the locomotives required were still missing. Source overheard a conversation between a Soviet engineer and a German, in which it was mentioned that two runways connected by taxiways were to be built at the field.

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4. In early September, the first barracks buildings were under construction in forest district No 126. The main buildings will have three stories, the others two stories. Low wooden buildings were under construction in forest district No 125. The buildings measured 70 x 8 meters and had 24 rooms each. A parking lot for Soviet trucks was observed in the eastern portion of forest district No 125. Vehicles [redacted] were seen there. A railroad track was under construction near Vogelsang. From the fact that a switch was being installed near Bergluch, source inferred that the line was to be joined to the Templin-Eberswalde railroad line. Source learned from an employee of the construction firm contracted for the construction of the railroad track that the project was to be completed by 1 December at the latest.

(2)

5. Each of the workers employed on the construction of the field was issued a special pass with a photograph of the bearer. Civilian police bearing red brassards inscribed BS continuously checked these passes. Two workers have been arrested to date. Special check points had been set up in the vicinity of the cantonment. (3) The food issued to the construction workers was good. The engineer unit quartered near Lake Crossvaeter did construction and leveling work at the field from 10 a.m. to 6 p.m. every day.
6. Construction work at the field was supervised by a Soviet construction staff from Leiniz. It was quartered in the fenced-in cantonment north of Cross Doelln. The ranking officers were an air force colonel and an engineer lieutenant colonel. Most of the engineers wore civilian clothes. The staff also included women. From a stamp seen in the labor passport of a worker, source deduced that construction work at the field was being done by the Bau Union in Brandenburg. The stamp read: "Bau Union Brandenburg VEB, Produktionsabteilung Tiefbau II, Baustelle 101, Cross Doelln, A und B." However, other Bau Union firms had also been contracted for the project. In early September, a total of 2,500 workers were employed on the project. They were quartered in temporary buildings or the surrounding villages. They worked for 12 hours a day and were given an average wage of 2.20 eastmarks per hour in addition to special allowances. The project had been classified as a 1st priority project.
7. Between 15 and 26 September, source observed that of the 2,500 workers previously employed at the Schorfheide construction site 1,000 had left, presumably for Ruegen Island and Swinemuende. An excavating machine had also been sent to Ruegen Island. The workers were promised higher wages at their new place of employment. According to a foreman of the Bau Union, it was not quite certain, whether the Schorfheide construction project would be completed. The Soviet decision in this matter was not expected before November. (4)
8. Work on the construction of drainage ditches was started in the eastern portion of the clearing in the woods. Construction work on the barracks buildings in forest district No 126 was making good progress. All the buildings there were to be provided with basements. Work on the construction of four additional semi-permanent buildings was started in forest district No 125. The number of saw frames available in forest district No 160 was brought to four. One or several workshops were scheduled for construction in a cleared site measuring 400 x 900 meters in forest district No 122. Another 80 x 100-meter shed for machinery and tools was to be built west of these workshops.
9. In late September, the Soviet motor transport unit quartered in forest district No 125 was equipped with about 65 trucks [redacted] 25X1
[redacted] Only Germans were employed as drivers for these vehicles. According to one of them, the unit was stationed in Leipzig.

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10. According to the manager of the Bau Union, 3,000 tons of cement were expected to arrive at the Vogelsang railroad station. From there the cement was to be trucked to the construction site. The number of air force soldiers observed at the construction site increased to about 50. These soldiers were daily trucked to the site from direction of Vogelsang and again leave in this direction in the evening.

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11. During the last week in September, workers from 20 to 25 years old were asked whether they would be willing to join the Dienst fuer Deutschland organization. However, only a few of them volunteered to do so.

12. After 4 September, the Vietmannsdorf-Cross Doelln area was declared off limits to civilians.

13. Prior to 17 September, surveying and the cutting of trees at Schorfheide airfield was accelerated. Construction work was directed by the Underground Construction Section II of the Bau Union firm in Brandenburg, and construction engineer Scheddin (fnu) supervised the work done at the field. Scheddin had previously supervised construction work on a canal bypass between Brieselang and Niederneudorf. New groups of bricklayers continuously arrived at the field, because the completion date for overground construction work was fixed for 31 December 1952 by the Russians. Source believed that this target date could not be met. The permanent quartering buildings scheduled to be erected at the field were estimated to cost 2.8 million eastmarks.

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14. On 22 September, 11 bricklayers and six carpenters were transferred from the construction site at Lake Werbellin to the Vogelsang construction site.

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Comments.

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(1) The construction staff mentioned is a construction battalion stationed at the Hindenburg Kaserne in Leipzig. The battalion, [] is probably directly assigned to the air force construction headquarters in Werder.

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(2) So far, construction work at the Schorfheide airfield proceeded according to schedule. For sketch of the low wooden buildings erected in forest district 125, see Annex 1. For location of the forests districts mentioned []

[] For course of the railroad track, see Annex 2. It appears improbable that two runways are scheduled to be built; it is believed that a runway and parallel to it a taxiway, interconnected at their ends will be constructed.

(3) It may be assumed that the civilian police observed at the field, were organized by the Bau Union firm.

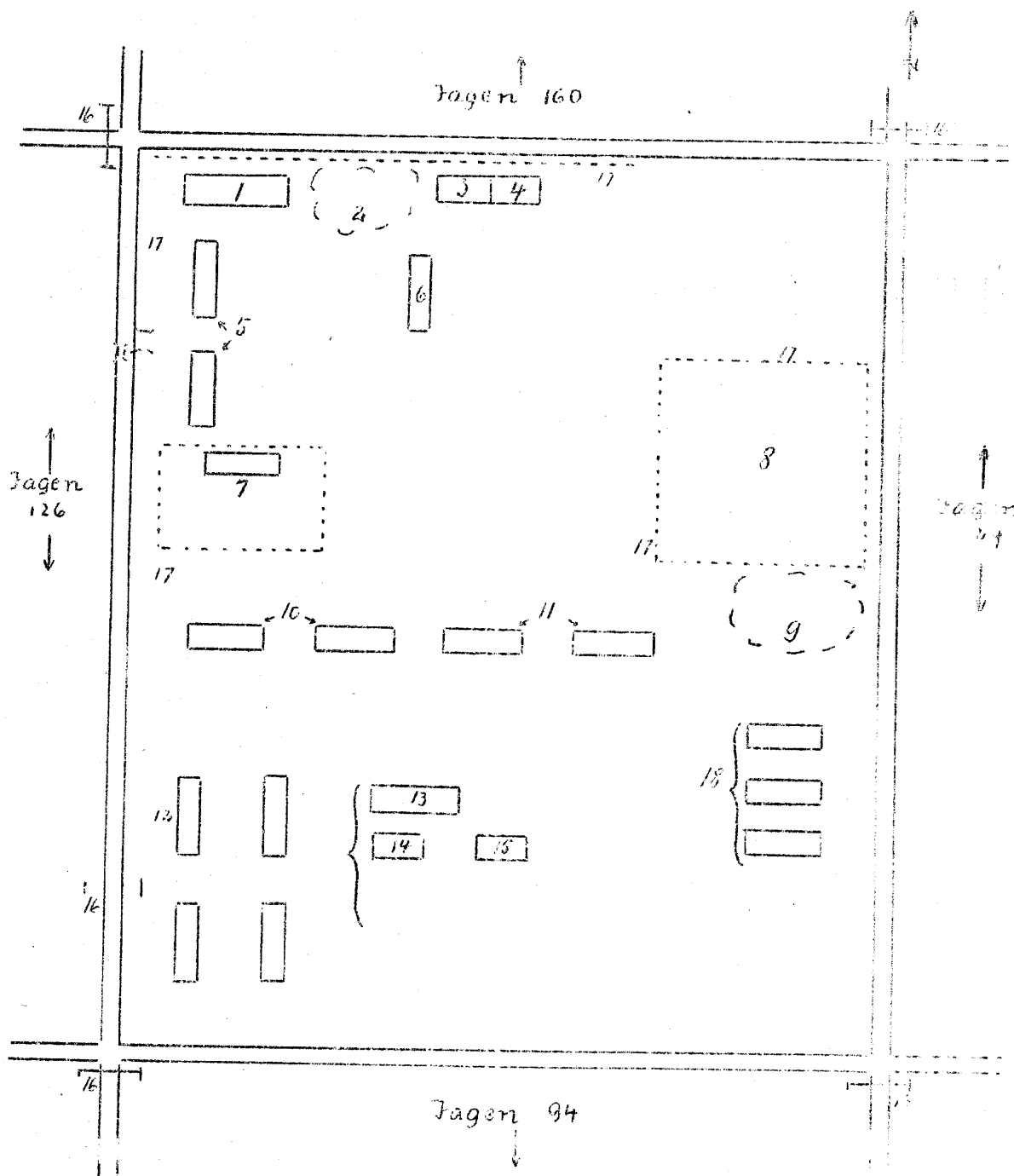
(4) The statement that 1,000 workers were detached to Ruegen Island may be correct, because large scale construction work is going on there. It is believed that the workers will assemble in Swinemunde before being shipped to Ruegen Island. It remains to be seen whether construction work at Schorfheide airfield will be delayed by the Ruegen Island project.

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Low Wooden Buildings in Japan 125

1. Motion picture theater under construction
2. 12 tents for Russians
3. HO store
4. Consumers association shop
5. Construction staff
6. Russian engineers with wives; construction superintendent (air force colonel)
7. Garage with machines and trucks
8. Russian trucks
9. 16 tents for Russians
10. Workers
11. Vacant
12. Brandenburg Bau Union
13. Kitchen
14. HO store (brick building with cellar)
15. Consumers association shop (brick building with cellar)
16. Barriers
17. Barbed wire fence
18. Under construction by Russians

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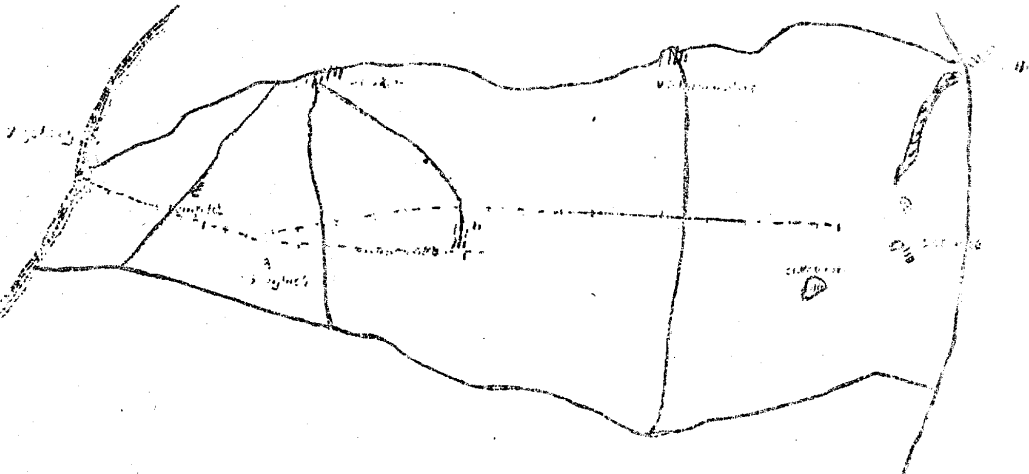
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